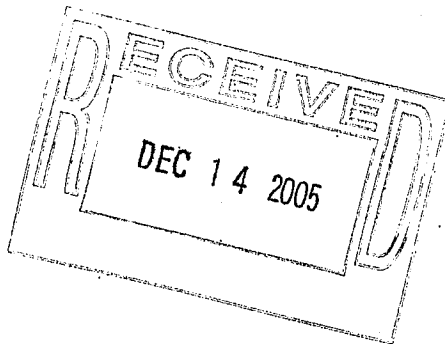


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Dan Leavitt
Deputy Director
CA High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

December 14, 2005

Re: Input to EIR for California High Speed Rail (CAHSR) on the SF Peninsula

Dear Mr. Leavitt,

I am concerned that CAHSR's plans for operating on the Caltrain Corridor will curtail Caltrain's ability to expand its own service to meet the needs of San Francisco Peninsula Cities and residents as market demand grows, including a mix of local, limited, and baby bullet trains, which requires passing lanes to operate. There is also the risk that CAHSR's plans could curtail Caltrain's existing service. In particular, these impacts would occur if CAHSR proceeds with a plan to usurp enough Caltrain ROW to operate two tracks dedicated exclusively to CAHSR, as claimed by Rod Diridon at a meeting in Redwood City last year.

I consider this a significant impact on the Peninsula's Transportation and Circulation capability that could significantly impact the economic vitality of both the Peninsula and Silicon Valley. This is because many of our large organizations already operate at or near transportation caps imposed by CEQA-based public process, leaving expansion of Caltrain service as one of the few opportunities to keep these organizations vital by accommodating their organic growth.

I also think the CAHSR plan articulated by Diridon represents a significant cumulative impact going too far, because, in some places, more than half of the Caltrain ROW would be usurped to operate two tracks exclusively by Caltrain. Most importantly, this could preclude Caltrain from having passing lanes that it needs to implement and expand its limited service schedule.

The aforementioned impacts make it unrealistic for CAHSR to operate a separate control system independent of Caltrain all the way up the Peninsula, including at the San Jose and San Francisco terminals. Fortunately, there is a way for CAHSR to avoid these impacts. The solution is for CAHSR to allow Caltrain to control all trains on the Caltrain ROW using one control system that spans all tracks. This would allow CAHSR trains to travel along the corridor on essentially any schedule CAHSR wants to offer yet would give Caltrain the passing lanes it needs to expand its schedule for the benefit of all cities on the Peninsula and the flexibility it needs to accommodate our freight trains.

Sincerely,


Louis B. Deziel